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Intimations.

STEAM NAVIGATION COMPANY.

Hongkong, 16th June, 1905. 1658

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Hongkong, 7th March, 1905. (44

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Hongkong, 16th June, 1905. 1658

Shipping—Steamers.

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These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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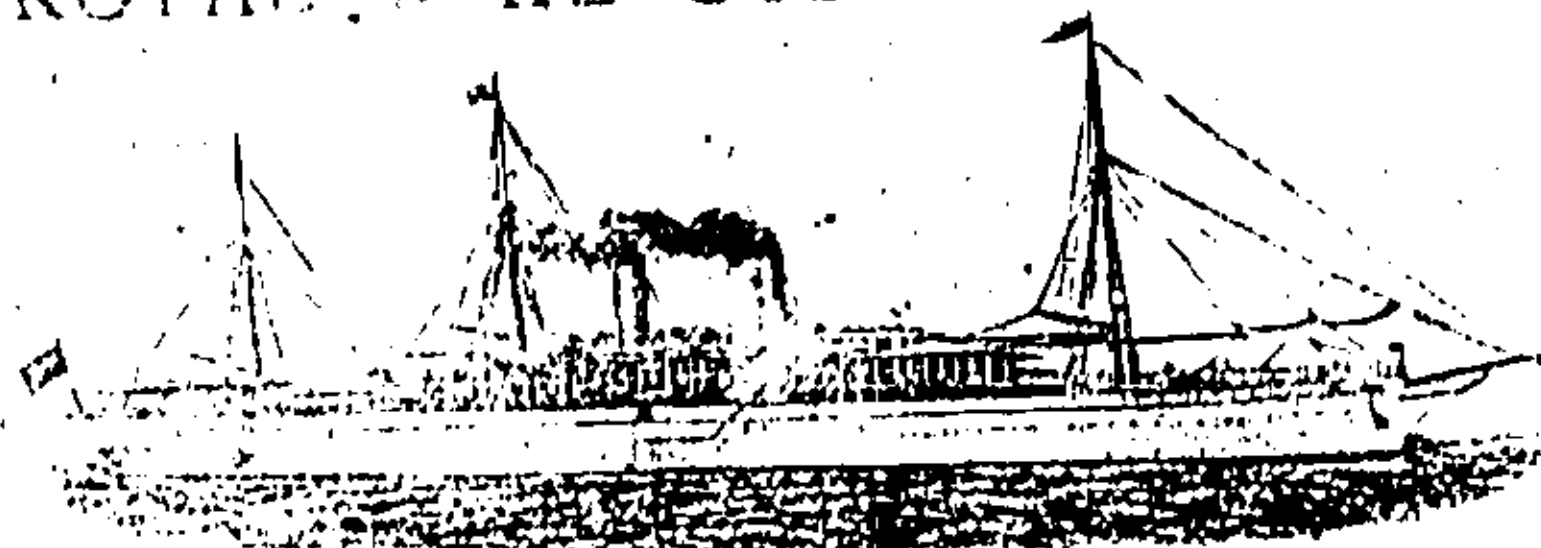
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Hongkong, 1st July, 1905.

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SCANDIA	HAVRE and HAMBURG.	20th Sept.	Freight and Passengers.
v. Doehren	(Calling at SPORRE, PENANG & COLOMBO).		
SILESIA	HAVRE and HAMBURG.	4th October.	Freight and Passengers.
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(SUBJECT TO ALTERATION.)

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PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
RAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZES ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 2nd day of August, 1905, at Noon, the Steamship SCHARNHORST, Captain L. Maas, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.

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The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

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(Subject to alteration.)

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PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.
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YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 16th August.

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MELCHERS & CO., AGENTS.

Hongkong, 26th July, 1905.

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THE steamers pass through the still producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

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THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

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These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

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EXCELLENT CUISINE.

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ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

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Hongkong, 19th May, 1904.

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THE LATEST METHOD

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AMERICAN SYSTEM OF DENTISTRY.

37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

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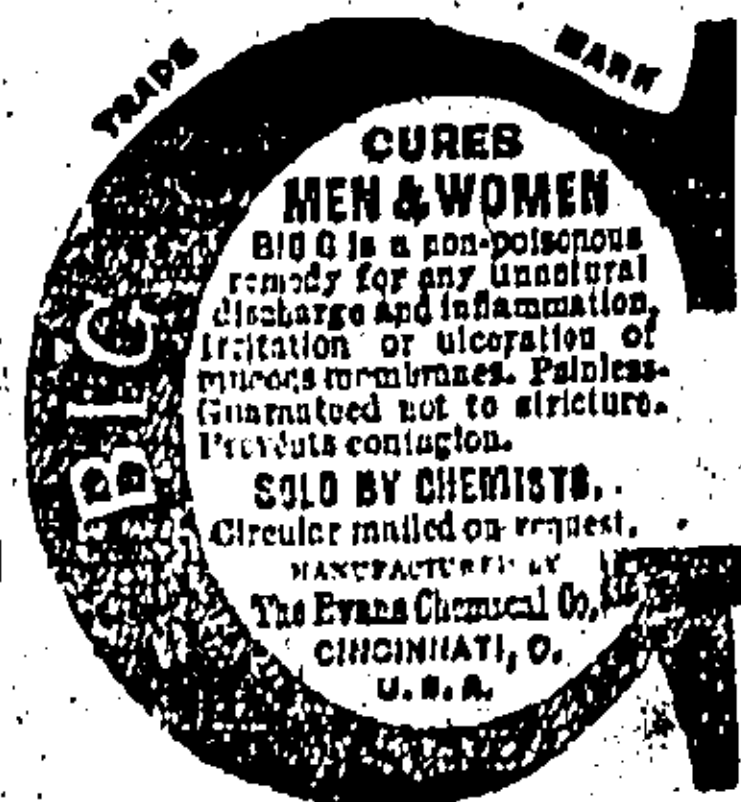
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.



Entimations.

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No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

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Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 48.5 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

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Yokohama, May 23rd, 1905.

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SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

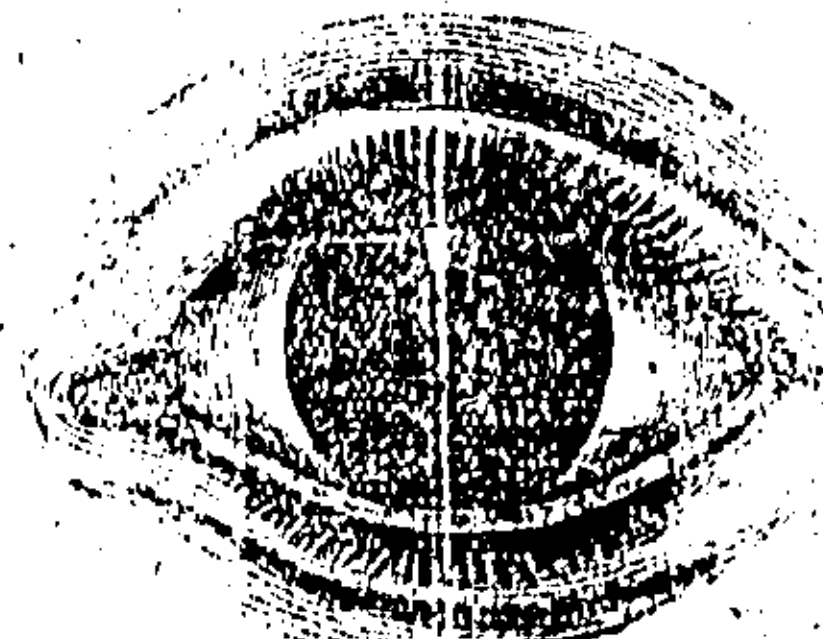
IMPORTANT POINTS FOR CONSIDERATION.

Is self-acting. Destroys all smoke. Can be used by anyone, even a child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

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Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

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GROUPS AND VIEWS a speciality.

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A VERITABLE FAIRY LAND.

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Intimations.

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LINEN DRILL DUCK
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Also
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SHOES,
At Moderate Prices.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 20th July, 1905.

WEST POINT RECLAMATION.

CLAIM OF MESSRS HOWARD AND STEPHENS.

[Continued from page 5.]

9. The next point for decision is what was the value of Marine Lot No. 184 immediately after it ceased to be a marine lot.

(i.) According to Messrs. Leigh & Orange's valuation No. 4, embodied in their statement of the 28th December, 1898, put in by the claimants, the value per square foot at that date was \$2.50. Mr. Orange in his evidence stated that when making this valuation he was influenced by his belief that the value of the land for the purposes of godowns had gone in 1898, a belief since proved to be erroneous, and that the situation was too far west to be of value for residential purposes. He based his valuation on those he had made on the 2nd July, 1895, of land in two lots between Nos. 198 and 184. These valuations were at the rate of \$1.65 and \$2.00 per square foot. Neither was a corner lot, and the houses on them were not godowns.

(ii.) According to Messrs. Palmer & Turner's statement of the 19th September, 1899, put in by the claimants, the value of Marine Lot No. 184, after the reclamation had been made in front of it was at the rate of \$1.50 per square foot. Mr. Turner in his evidence stated that this valuation was made by his partner on the basis of a previous valuation at \$1.25 per square foot of a property on Inland Lot No. 801 in the Queen's Road (behind the Sailors' Home and 880 feet from the sea) occupied by Chinese shops and a vermilion factory. He also stated that his valuation was based on the assumption that the property had ceased to be suitable for godowns.

(iii.) Mr. Ram, one of the claimants' witnesses, in his evidence stated that, as an Inland Lot, Marine Lot No. 184 was worth not more than \$2 or \$2.50 per foot in 1899.

(iv.) Marine Lot No. 184 was actually sold for \$10,000 on the 10th October, 1899. According to Messrs. Palmer & Turner's valuation prepared for the claimants three weeks before this sale, the value of buildings was \$45,000. If this were correct they received for the land the sum of \$65,000, i.e., the same sum that they gave for it in 1884, i.e., about \$2 per square foot.

(v.) According to the statements of Messrs. Danby and Shelton Hooper of June, 1905, put in by the Crown, the sale of October, 1899, was no criterion of the true value of the property, the small amount received being probably due to the depressed state of the property market. Seven months after this sale the property realized \$140,000, and making the same deduction of \$45,000 for the buildings, the value of the land was then \$1.92 per square foot.

The temporary depreciation of the value of property in the vicinity of Marine Lot No. 184 about the time of the claimants' sale of that lot is reasonably accounted for by the building of new godowns in the vicinity. Mr. Orange in his evidence stated that his firm had completed new godowns on the lots in front of the former Marine Lots Nos. 204 and 205 somewhere about 1897 and subsequently Messrs. Palmer and Turner completed those in front of the former Marine Lot Nos. 186 and 185. These lots are those immediately east of Marine Lot No. 184.

On the whole, taking into consideration the reply of the Judicial Assessor to the fourth question put to him, I feel justified in neglecting Mr. Turner's evidence as being based on only remotely relevant data, in accepting the higher value given by Mr. Ram, in treating the sales in October, 1899, and May, 1905, as evidence of the value of the property having, subject to temporary fluctuations as new properties came on the market, generally advanced subsequent to the 1st September, 1898, and after all in treating as the most correct valuation for this date that made by Messrs. Leigh and Orange on the 28th December, 1898. This valuation was \$2.50 per square foot.

10. The depreciation in the value of Marine Lot 184 on ceasing to be a marine lot on the 1st September, 1898, appears from the foregoing to have been at the rate of \$3.50—\$2.50=\$1.00 per square foot. The total amount due for depreciation is thus \$32,481.

Except in calculating the value of the Lot after conversion, no attention has been paid to the various valuations of the buildings on it—\$55,600 according to Messrs. Leigh and Orange, \$45,000 according to Messrs. Palmer and Turner, \$60,000 according to Mr. Ram, \$50,000 according to Mr. Danby and to Mr. Shelton Hooper. These buildings, which cost originally \$36,000, were generally stated to have gone up in value owing to the increased cost of building operations in Victoria. As subsequent to the conversion of the marine lot into an inland lot they were used, and at the present day are used, as godowns, there was practically no difference in their value before and after the conversion.

11. In accordance with the reply of the Judicial Assessor to the fifth question put to him, the claimants are entitled to an amount of 10% on that of the depreciation of Marine Lot No. 184 by reason of the alteration in its status, that is, to \$3,248 in addition to the \$32,481 arrived at in the last paragraph, or altogether to \$35,729 against their claim for \$172,000.

12. The claim for \$15,142 for loss of rents from the 1st January, 1896, to the 10th October, 1899, has, in view of the reply of the Judicial Assessor to the sixth question put to him, to be next considered. The claimants put in three statements to prove damage done by loss of depth of water at the Praya Wall in front of their lot and consequent impaired access to it, and damage to their business from the time the reclamation work was first commenced to the time when it was carried in front of their lot.

(i.) The first in date was Messrs. Palmer and Turner's of the 29th August, 1895, based on an inspection by Mr. Palmer made on the 10th of that month. It was to the effect that the foreshore was exposed in front of the lot at

and that while some silting up might have occurred to the west of a former wharf in front of the lot, (which had belonged to and had been removed by the owners of the lot partly in 1892, and partly in 1895) owing to the obstacle formed by the stone filling under that wharf which had not been removed, any silting to the east of that obstruction was due to the Reclamation Works. He was of opinion that these works would tend to produce such silting and that the "works themselves must also have caused a large amount of earth stuff to find its way into the sea and thus considerably accelerate the deposit on the foreshore."

Mr. Turner in his evidence states that he was unable to say whether before the commencement of the reclamation works he was able to get alongside the Praya at dead low tide.

(ii.) Mr. Leigh, whose report, dated the 1st May, 1896, was based on measurements and soundings taken on the 26th of the previous month, stated that in the eight years between 1888 and 1896 a very considerable silting up had taken place which he attributed in the first place to the pressing out of the mud and silt by the depositing of the *pierra perdue* embankment of the Praya Wall. He made no reference to the effect on the sea bottom of the remains of the claimants' wharf, referred to in Messrs. Palmer and Turner's statement, nor to the fact that the filling in for the Praya Wall, which formed the western limit of the reclamation till 1898, had been completed at the end of 1891 or commencement of 1892. Mr. Leigh considered also that this wall acted as a groin causing silting to the West of it.

(iii.) Mr. Danby, whose report, dated the 24th September, 1896, was based on measurements taken on the 11th and 18th April, 1896, stated that the average amount of silting up between 1888 and April, 1896, on one section through the foreshore was between five and six feet. He attributes this entirely to the Praya Wall constructed in 1891-1892, acting as a groin.

(iv.) The only other evidence put forward by the claimants in connection with the claim for damage on account of alteration of sea bottom between the 1st January, 1896, and the 10th October, 1899, was that contained in the following extract from the statement, dated the 14th June, by Mr. Ram:—

"This work was initiated in 1889, but the actual work of reclamation—so far as concerned Section 1, in which district Marine Lot No. 184 is situated—was not in hand until some years later and it was not until 1899 or thereabouts—though there had, I believe, been some interference at an earlier date—that the access to the sea was interrupted to such an extent as to render the property in question and the buildings thereon, in great measure useless for the purposes of godowns, for which it had been bought and developed."

(v.) For the Crown, Mr. Danby, in paragraph 7 of his statement of the 20th June, 1905, referred to observations extending over the whole period of low spring tides in March, 1896, which led him to report to Government that the Praya Reclamation works up to that time had not injured the godown business on Marine Lot 184 but had been of very great benefit to that business, enabling boats to be discharged along the old, when they were unable to make fast to the new, Praya Wall. To this statement Mr. Danby adhered when cross-examined.

(vi.) It was supported by the evidence of Mr. Boulton, the other witness for the Crown in this matter, who considered, in this statement of June 28th, 1905, that the Reclamation Works sheltered the landing place opposite Marine Lot No. 184 "from the prevailing winds, as well as from the prevailing current." Mr. Boulton with a supplementary statement submitted a plan dated the 3rd March, 1896, which showed from surveys taken in October, 1889, August, 1892, August, 1904, July, 1895, and February, 1896, that the shoaling that took place within the period they covered was very slight and could not have affected the access of cargo-boats to the Praya opposite the godowns. He further stated as follows:—

"After March, 1896, the causes which had produced the shoaling ceased to operate, and judging by my previous surveys I should say that there was no appreciable silting between March, 1896, and 1899."

(vii.) In addition to the foregoing evidence, the correspondence on the subject of damage done to Marine Lot No. 184 by the Praya Reclamation Works, which took place between the 4th November, 1891, and the 11th January, 1895, including the 25 letters from Mr. Howard comprised in it, has been considered. The conclusion I have come to is that, as a result of the construction at the end of 1891 and commencement of 1892 of the right-angle branch of the sea-wall and as a result of the filling behind it, there was some alteration in the seabed opposite Marine Lot No. 184 and that this seabed may have been further affected by the demolition by the claimants of their wharf and the consequent dispersal of the stone filling under it. I am satisfied, however, that this alteration did not detrimentally affect the godowns from which, according to Mr. Howard's statement, the net rentals derived were greater in the years 1892 to 1895 (except for one year 1893) than in any previous years, attaining in the year 1895 an amount which, according to Messrs. Leigh and Orange's valuation No. 2, represented the godowns being constantly full. No evidence was brought forward by the claimants to show that there was shoaling between the 1st January, 1896, and the 1st September, 1898, and I am of opinion that there was no such shoaling.

I accordingly disallow the claim for \$15,142 for loss of rents subsequent to the 1st January, 1896, which I consider should never have been put forward.

13. The next item of the claim is for interest. The claimants are entitled to receive interest on \$35,729 from the 1st September, 1898, to the date of payment of this award.

14. After fully discussing with the Legal Assessor his reply to the 7th question put to him, I have decided that the costs of the present proceedings and of the Petitions sent by the claimants to England should be given to them, but no costs on account of legal proceedings.

15. I therefore award to the claimants the sum of \$35,729 with interest on it from the 1st September, 1898, together with the costs of the present proceedings and of the Petitions sent by the claimants to England. From this award the amount of \$15,000 paid on the 20th August, 1905, with the interest that has accrued on it has to be deducted. His Honour the Chief Justice will give instructions to the Registrar of the Supreme Court to tax the bill of costs in accordance with my finding with regard to it.

Government House,
Hongkong, 21st July, 1905.

M. NATHAN.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 28th July, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
SUNDY
HOUSEHOLD FURNITURE,
A LARGE ASSORTMENT OF
ENAMELLED WARE GOODS,
2 BICYCLES and 2 SEWING MACHINES,
AND

About 900 PANAMA HATS in three different qualities.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 27th July, 1905.

Intimations.

THE HONGKONG, CANTON AND
MACAO ST. AMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 15th August, at 12 o'clock
Noon, for the purpose of receiving a Report
of the Directors, together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to 15th August,
both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary. [762]

Hongkong, 22nd July, 1905.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF \$3.50 per
Share for six months ending 30th June,
1905, will be payable on the 27th instant,
on which date Dividend Warrants may be obtained
on application at the Company's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th to the 27th
instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary. [734]

Hongkong, 11th July, 1905.

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND OF One Dollar
and Seventy-five Cents per Share for six
months ending 30th June, 1905, will be payable
on the 27th instant, on which date Dividend
Warrants may be obtained on application at the
Company's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th to the 27th
instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd. [735]

Hongkong, 11th July, 1905.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ended 30th June,
1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after WEDNESDAY, the 2nd August.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th to 31st inst.,
both days inclusive.

JARDINE, MATHESON & Co.,
General Managers. [753]

Hongkong, 18th July, 1905.

A ROOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMMODITIES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited. [62]

Hongkong, 23rd February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALTA."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Macedonia,
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
11 A.M., TO-MORROW.

Goods not cleared by the 2nd proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godown.

L. S. LEWIS,
Acting Superintendent. [7]

Hongkong, 26th July, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godown, and all Goods undelivered
after the 1st August will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 8th
August, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents. [774]

Hongkong, 25th July, 1905.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA."

Captain Luening, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 31st instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office. [767]

Hongkong, 24th July, 1905.

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA."

Captain Haase, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 31st instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office. [768]

Hongkong, 24th July, 1905.

S.S. "SYDNEY."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex
S.S. Dordogne, and from Bordeaux, ex
S.S. Ville de Valenciennes and Cambrai, in
connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after 31st July, at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or before
the 31st July, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 31st July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent. [7]

Hongkong, 24th July, 1905.

AMERICAN AND ORIENTAL LINE

NOTICE TO CONSIGNEES.

S.S. "COULSDON"

FROM NEW YORK.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that all
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, Kowloon,
whence delivery may be obtained.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th July, at 3 P.M.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 28th July, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
28th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
ARNHOLD KARBBERG & Co.,
Agents. [765]

Hongkong, 22nd July, 1905.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds
in plenty everybody knows; but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief—as they deserve. Now many persons
are, nevertheless, afraid to buy certain
advertisements lest they be humbugged
and deluded; especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills of
manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be to plain to everybody. It is beyond
price in Anemia, Incontinence, Weakness and lack
of Nervous Tone, Poor Digestion, Wasting
Diseases

Hongkong, 27th July, 1905.

JUNK BAY.

THE CHINESE BOYCOTT.

[33-18

LOCAL AND GENERAL.

its being done "both men on the carpet," was decided to try it over again, which, of course, was done, and the result was, as before, the same. The efforts, and he was accordingly awarded the "Sandro Gold medal," which was presented to him, amidst considerable cheering and applause, by the W. V. A. and the friends of the contest. There had also been a demonstration of the actual result of the modelist's competition of the previous night, in which a set from the Royal Engineers scored a success and that was tried over again, the model going again to the engineer. Mr. J. A. S., then faced Mr. Sarr, and came very near being as victorious as Mr. Wittchell, but his opponent was just a trifle too good for him, and he was left with his shoulder up long enough to keep him from being a victor. During the performance the vivid flashes of lightning, from the storm outside, played incessantly about the theatre, having a very marked effect on the stage amongst the statues and figures there.

MINUTES

PAPERS

two hundred and one thousand five hundred and fifty-five dollars and twenty cents, to defray the charges of the year 1904.

SUPPLY BILL

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following votes were recommended:

FINANCE COMMITTEE

IMPROVEMENTS IN KOWLOON.
A sum of thirty-five thousand four hundred and ninety-nine dollars (\$35,499) in aid of the Public Works Extraordinary, being

The case is proceeding.

Calculus (Complex of curves, eqns, derivs)

SHIPPING AND MAILS

MAILS DUE.

Indian (*Nanusang*) 30th inst.
Australian (*Talyuan*) 31st inst.
German (*Prinz Sigismund*) 31st inst.
American (*Doris*) 1st prox.
German (*Scharnhorst*) 1st prox.
German (*Prinz Elitel Friedrich*) 1st prox.
Canadian (*Emile*) at Indian 15th inst.

TELEGRAMS.

[Reuter's.]

The Tsar's Visit to the Kaiser.
LONDON, 25th July.
The Tsar has returned to Peterhof.

Later.
There are endless theories as to the motive of the Imperial meeting, ranging from the natural desire of Sovereigns to discuss political problems confronting Europe, to a design of the Kaiser to combine Germany, Russia and France against Japan, in view of the peace negotiations.

The Defeat of the Government.
The Unionist organs approve of Mr. Balfour's decision to remain in office, deeming it right that his personal feelings should give way before national considerations.

The Peace Conference.

Later.
Mr. Komura has arrived in New York; he was welcomed by the Japanese colony with cheers and a band playing the Japanese national air.

[Strait Times.]

Indian Army Command.

Simla, 18th July.
Presiding at the Legislative Council to-day, Lord Curzon made a statement in regard to the modifications sanctioned by the Secretary of State in respect of the proposed reform in the administration of the Indian Army.

The main principles of the scheme remain unaltered, but changes have been made in its details.

It has been decided that the office of Military Supply Member should go to a Military officer, not to a Civilian.

The Viceroy will have the right to consult that officer upon all military questions irrespective of their places of origin.

All military questions, whether originating from the Military Supply Department or the Army Department, should be passed by the Mobilisation Committee.

The Secretary of the Army Department should be a Major-General, Colonel with the local rank of Major-General.

Finally, a schedule of cases has been drawn up which should go up to the Viceroy before orders could be passed.

Lord Curzon, in concluding his speech, said that the new system, like the old, will depend in the main upon the "personal equation" for its success or failure.

General Elles, the present military member of Council, resigns in October.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 25th July.

EARTHQUAKE.
Two distinct shocks of earthquake were felt in Canton yesterday and one to-day. All the shocks occurred between one and two o'clock in the afternoon. About ten days ago a piece of land containing about two English acres suddenly disappeared leaving a small lake in its place. This occurred a few miles north-west from the city at a place called Shek Yuen. The natives have been sounding the pool and can find no bottom at 100 Chinese feet deep. It may be that the sinking of the land and the earthquakes have some connection.

EXCLUSION TREATY.

The Chinese continue to discuss the proposed exclusion treaty. A large meeting was called for Sunday, the 23rd inst. The meeting was well attended and considerable talking was done. The merchants find it difficult to come to a decision. There are so many interests involved that a good many are afraid to take the final plunge.

THE VICEROY.

A good many rumours are afloat regarding the health of the Viceroy. Whether he is really sick or only in need of a little rest with the coming of the hot weather may not be easily determined. At any rate he is not disposed to do much business and the underlings are not making matters any better. Their chief business seems to be blocking business.

THE CANTON-HANKOW LINE.

The Paris edition of the *New York Herald* publishes the following telegram from Washington:

China has agreed to a proposition to pay the China-American Development Company \$7,000,000 for the surrender of the concession for the construction of a railroad from Canton to Hankow, for which China gave a concession in 1897.

Mr. Pierpont Morgan controls the major portion of the stock of the company and, as he is willing to sell, it is expected the directors, at their meeting early in July, will approve the deal.

Mr. Morgan holds Chinese bonds issued to the company; presumably these will be surrendered together with the concession.

The above statement seems to be somewhat in advance of what has taken place. Negotiations have been proceeding for some time, but no conclusion has yet been reached. The sum of \$7,000,000 mentioned is not the amount fixed, but is probably the amount at which the American syndicate would like to sell out. Meanwhile we hear that H. E. Sheng is in Peking, and that his health is again not very robust.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 26th at 5.15 p.m. Orders issued to hoist the Black Drum.

On the 27th at 6.45 a.m. Orders issued to hoist the Black Cone point upwards and Drum.

At 10.30 a.m. Order issued to lower the Black Cone and Drum.

At 12.20 p.m. The barometer has fallen at Amoy, and risen in the neighbourhood of Hongkong.

The depression moving Northward entered the coast between Swatow and Amoy during the night. It is now lying to the Northward of Amoy.

Strong but decreasing SW. winds may be expected over the N. of the China Sea.

Forecast:—Fresh SW. winds; squally, thunder showers.

Telegraphic communication between the Observatory and Hongkong is interrupted.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NEW SEAMEN'S INSTITUTE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—May I, as a seaman, venture to thank you very gratefully for devoting so much space in your issue of 3rd May, to the opening of the New Seamen's Institute by the Governor, of which the Bishop wrote so kindly to the Chaplain:—"I am in fullest sympathy with your efforts to provide a good Institute on this side of the water in connection with the Missions to Seamen. The one you are now opening will, I trust, be a success, and form a good stepping-stone for, as it is, I regard it as only a stepping-stone to something better. I shall not be content until the Seamen's Mission possesses an Institute which it can really call its own."

Hongkong has long been, before all other colonial ports in its care for seamen; so it will surely provide the £7,000 required to erect the permanent Seamen's Institute on the reclaimed ground where the Governor graciously promises a suitable site. As the Kowloon "Matsell" grew into the beautiful Soldiers and Sailors' Institute, so may the same generous spirits change the temporary lodging in Praya East for a handsome Seamen's Church and Institute, on the promised site, worthy of Hongkong's long and noble lead in provision for sea-going men.

But, Sir, to what purpose is it to erect Seamen's Institutes if there be any ground whatever for the statement in your Editorial of May 3rd:—"It is true that he (the sailor) may go to the Soldiers and Sailors Institute; but after all he is only admitted there on sufferance. He has no claim to the hospitality of that Institute. He is ranked as a civilian, and must endure that position as best he can."

As a seaman, I call upon our natural protectors, the Shipowners and Shipping Agents at Hongkong, the Harbour Master, and the Head of the Customs, to see that passing sailors are not ousted from their full rights in a Seamen's Institute built by public monies for them and for soldiers.

Moreover, if your allusion be to the Kowloon Institute, I personally protest most strongly, as myself one of its Trustees; and I would urge upon the local Trustees to enforce our Trust Deed in this respect. Had I not often known such bare-faced robbery of sailors' rights and privileges in buildings erected for their sole use in home ports and elsewhere, I might regard your statement as a libel on every shipping authority at Hongkong.

If, however, your statement be true of any local building for the use of sailors, I appeal to European opinion at Hongkong to enforce seamen's rights to its full and free use.—Yours faithfully,

WILLIAM DAWSON,
Commander, R.N.
11, Buckingham Street, Strand,
London, 24th June, 1905.

MORE SEAMEN GO TO GAOL.

FOR REFUSING DUTY.

This morning Mr. R. Pithie placed six firemen before Mr. F. A. Hazeland, on the charge of refusing to obey the lawful commands of the engineers on board the *S.S. Loong Sang* in the waters of this Colony on the 26th inst. Mr. Pithie, the chief engineer, said that these men gave a lot of trouble and he did not want them on board any longer. They were told to turn to work yesterday when the six men all refused to do so.

When placed before Mr. F. A. Hazeland this morning, the men were asked what they had to say, when they replied that the work was too hard, and they were all seamen.

His Worship: No; No! you don't get seamen in Hongkong harbour!
Defendants, in chorus, said the work was too hard. The captain said he did not want these men on board, and hoped His Worship would make an example of them. He would pay the men up to yesterday through the Shipping Master. He believed these men wanted to get into coasting steamers, and he would be glad to get rid of them.

His Worship sent them to three weeks' hard labour each.

BEEF AND MUTTON PRICES.

MARKET RENTS AND SLAUGHTER-HOUSE FEES.

The following minute, dated 10th inst., as to the effect of Government market rents and slaughter-house fees upon the retail selling price of beef and mutton, was laid before the Legislative Council by command of His Excellency the Governor, this afternoon:—

Market Rents.—The total rents paid by beef and mutton shops in the markets amount at the present rate to \$10,889.40 a year.

The present weight of beef sold during 1904 may be estimated at 5,651,683 lbs., and of mutton at 941,633 lbs., making a total of 6,593,316 lbs. Of this total, roughly one-eighth is sold in the markets. The increase in price per lb. due to market rents is accordingly \$0.889.40 divided by 5,769.44 = \$0.00188.

Slaughter-house fees.—The incidence of the fee falls equally upon all parts of the animal, viz., on the skin, blood, offal, hoofs, meat, etc.

The live weight of the animal has accordingly been taken in estimating the effect of the Government fee upon the selling price.

30,829 cattle and 23,736 sheep were killed during the year 1904. \$12,331.60 was received in cattle fees and \$4,747.20 in sheep fees during this period. Estimating the average live weight of cattle including calves at 400 lbs. and of sheep at 95 lbs., the price per lb. is increased by Government fees by \$17,078.80 divided by 14,584,520 = \$0.00117.

The price of meat is therefore raised on the whole owing to Government charges by \$0.00359 per lb.

A. W. BREWIN,
Registrar General.

WEST POINT RECLAMATION.

CLAIM OF MESSRS. HOWARD AND STEPHENS.

The following Award was laid on the table at the Legislative Council meeting this afternoon as a sessional paper:—

1. This claim was for an award by the Governor under section 8 (6) of "The Praya Reclamation Ordinance, 1889" of such a sum of money as in his absolute discretion he might think sufficient as and by way of compensation for any injury that the claimants, as owners of the former Marine Lot No. 184, may have sustained by the works carried out under the Ordinance.

2. The lot which had an area of 34,481 square feet, and mean depth of 326' 9", fronted for 100 feet on the 50-foot public road known as the Praya, which separated it from the harbour, and was otherwise bounded on the west and south by public roads and on the east by other lots.

3. It was purchased by Mr. M. J. D. Stephens from the Hongkong Fire Insurance Company in September, 1884, for the sum of \$65,000, and godowns were erected on it to the value of about \$36,000. In 1886 the claimants commenced carrying on the business of godown-keepers.

On the 10th May, 1889, "The Praya Reclamation Ordinance" was passed. This Ordinance contemplated the building of a sea-wall 200 feet in front of the existing Praya wall opposite the claimants' lot and devoting 25 feet of the land thereby reclaimed to a widening of the existing road, 160 feet to a new Marine Lot, and 75 feet to a new Praya Road. In the latter part of 1891 and early part of 1892, a sea-wall 260 feet in length was constructed at right-angles to the line of the Praya about 40 feet to the east of the eastern boundary of the claimants' lot. This was the western limit of the Reclamation Works as carried out till the year 1898. In April of that year work was commenced opposite the claimants' lot, and at the end of that year or commencement of 1899 the conditions of the original Marine Lot became practically what they have since remained as regards accessibility from the sea.

4. On the 22nd November, 1898, Major-General W. H. Blackwood Messrs. Thomas Howard and Mr. M. J. D. Stephens, lessors of Marine Lot No. 184, the sum of \$15,000, and by way of compensation for the Praya Reclamation Works.

5. The claimants applied to the Supreme Court of Hongkong in the Original Jurisdiction to set aside this award, and their suit was dismissed on the 1st December, 1900, generally on the grounds that the Court had no jurisdiction in the matter under the Praya Reclamation Ordinance. The Supreme Court subsequently refused an application for special leave to appeal, and Judicial Committee of the Privy Council in 1902 supported this refusal.

A petition for full and fair compensation was presented to the King on the 22nd May, 1903, and on the 17th July of that year the claimants were notified that His Majesty had not been pleased to give any command regarding their petition. As a result, however, of some further correspondence in the matter, Sir Henry Blake, then Governor of Hongkong, offered the claimants an amount of \$24,367.50, i.e., at the rate of 75 cents per square foot of Marine Lot No. 184 in respect of damage sustained on September 1st, 1898, owing to the reclamation in front of that lot. This offer which took the place of Major-General Blackwood's award of the 22nd November, 1898, was not accepted by the claimants, and after some further correspondence, the Secretary of State on the 9th August, 1904, ordered a further inquiry in a despatch addressed to me as then Governor of Hongkong in the following terms:—

"I request that you will make further inquiry into the matter and report to me whether or not, in your opinion, Messrs. Howard and Stephens are entitled to any, and if any, to what further compensation."

I accordingly held a public inquiry on the 3rd, 4th and 5th July, 1905, at which the claimants and the Colonial Government were represented by Counsel who cross-examined the surveyors and other persons having knowledge of the value of property at Hongkong, whose statements in support of, or against the claim, were laid before me.

6. Copies of the documents put in evidence by the claimants are annexed to this award as Appendix "A," of those put in by the Colonial Government as Appendix "B," and of the short-hand written notes on the verbal evidence as Appendix "C."

Reference was also made in the course of the hearing to various sections of "The Praya Reclamation Ordinance, 1889," which is printed as No. 6 of 1889 in Volume I of the Revised Edition of the Ordinance; to the Record of Proceedings printed for the Privy Council for the hearing of the Appeal from the Supreme Court of Hongkong, and to the correspondence and statements printed with the Petition to the King of the 22nd May, 1903.

7. At the conclusion of the hearing, I put to the Chief Justice, who sat with me as Judicial Assessor, a series of questions bearing on the legal points involved in the case. These questions and His Honour's replies are set forth in Appendix "D."

8. The first point for decision is what was the value of Marine Lot No. 184 at the time it ceased to be a marine lot. According to the statement of claim this value was \$382,000.

(1) This sum of \$382,000 is practically the sum of the three valuations put in by the claimants as having been made by Messrs. Leigh & Orange, on the 28th December, 1898, for the property as it was in 1895. It also corresponds approximately to the end of those valuations. According to the Judicial Assessor's reply to the second and third of the questions addressed to him, if the system of capitalizing the net rentals obtained from the property be adopted, these valuations require corrections which, (together with an alteration in the rate of capitalization from 6% to 7% shown by the evidence to be necessary), reduce their amount to that of a valuation on this basis by Mr. Danby, a witness for the Crown, viz., to \$143,157.

If this were held to be the value of the property and if Messrs. Leigh & Orange's valuation of the buildings on it, viz., \$55,500, were taken, the value of the land per square foot in 1895 would be \$141,157 - \$55,500 divided by 34,481 = \$2.70.

Messrs. Leigh & Orange's first valuation, however, gave the value of the land at \$5 per square foot. This valuation was, according to the evidence given by Mr. Orange, based on four facts. The first of these was a payment of \$1,700, offered by the Government in November, 1887, on account of the land of which Mr. Stephens was actually given possession under the Crown Lease being 339 square feet short of the area mentioned in the lease. A second difference was owing to the encroachment of an adjoining Chinese owner, which existed at the time when Mr. Stephens purchased the property in September, 1881, for about \$2 a foot, and the contention of the Crown was that the offer of \$1,700 in November, 1887, was not evidence that the value of the property in 1887 was 21 times what it was in 1881, but that it was the price

of peace offered on account of an error made by the Government Surveyor. The offer was rejected and eventually \$5,000 was paid to Messrs. Howard and Stephens. It was not contended by the claimants that this payment showed the actual value of the land to be \$5,000 divided by 339 = \$14.75, and I am unable to consider that the original offer of the Government represented only the actual value of the land.

The second fact brought forward in favour of the valuation at \$5 a square foot was that section 8 of "The Praya Reclamation Ordinance" provided for the cost of the works including a "sum not exceeding one hundred and fifty thousand dollars for the purchase of a portion of the land in course of reclamation opposite Marine Lots Nos. 95, 96, 97, 98 and 101." It was admitted by the Crown that the area of the land in question was about 21,000 square feet, so that the price to be paid for the reclaimed land amounted to \$5 a square foot, but the Crown contended that this price was affected by the upsetting of an arrangement entered into two years previously with the owners of the property, on which previous arrangement reclamation had been commenced and by which their godowns were to have been 40 feet deeper and 25 feet nearer the sea. This contention was supported by the fact that the most easterly of the lots in question (No. 105) was sold in 1893 for \$3.76 per square foot only. The Crown also contended that the position of the portion of land in course of reclamation, for which the sum of \$105,000 was to be paid, being a quarter of a mile nearer the centre of the town was more valuable than Marine Lot No. 184. This contention was not disproved by any of the claimants' witnesses.

The third fact brought forward in favour of the valuation at \$5 a square foot was that the lot (then 32,820 square feet) had been sold in 1881 for \$5,000, or at the rate of \$3.59 per square foot. It was contended that this represented the value of the lot when reclaimed in 1884, the value at its mortgage value in 1884. It was further contended that there had been a general rise in the value of property since 1881. The above fact and the contentions were not disproved by any evidence brought forward by the Crown.

In re-examination Mr. Orange stated that some Marine Lots were of double the value of the corresponding Inland Lots.

The fourth fact brought forward in favour of the valuation at \$5 a square foot was that the net rentals exceeded the combined value of the land and buildings as otherwise ascertained. These valuations resting, however, on incorrect data, the valuations in favour of the \$5 per square foot value of the land in 1895 derived from them, may be neglected.

Messrs. Leigh & Orange's statement, dated the 28th December, 1898, and Mr. Orange's evidence went to prove that in 1881 the land forming Marine Lot No. 184 was worth approximately \$2.50 a foot and that there had been a rise in its value between that date and 1895.

(ii) The only evidence as to the value of Marine Lot No. 184 at the time the reclamation in front of it was commenced, which can be derived from the Survey Report and Valuation of Messrs. Palmer and Turner, dated the 19th September, 1899, put in by the claimants, is contained in the statement that they valued the land in front of the lot when reclaimed at \$2.25 per square foot. It was not shown that the reclamation was worth less per square foot than the value of the old marine lot in front of which it was created.

Mr. Turner in cross-examination stated that he had valued the New Marine Lots Nos. 204 and 205 and 186 in June, 1895, and June, 1896, at \$3 per square foot. He further stated that Marine Lot No. 199 on which a small balance (\$2,000) had still to be paid to the Praya Reclamation Fund was sold in 1898 at \$3 a square foot. These lots are in much the same relative position to the harbour and town as the former Marine Lot No. 184, except that they are very slightly nearer the centre of the City.

Messrs. Palmer & Turner's statement, dated the 19th September, 1899, together with Mr. Turner's evidence, went to prove that the value of the land forming Marine Lot No. 184 in 1895 was about \$3 per square foot, and very slightly over that value in 1898.

(iii) Messrs. Denison, Ram and Gibbs's valuation per square foot of Marine Lot No. 184 at the time 1899 or thereabouts—"when the access to the sea was interrupted to such an extent as to render the property in question, and the buildings thereon, in great measure useless for the purposes of Godowns" is, according to Mr. Ram's statement of the 14th June, 1905, put in by the claimants, \$4 a square foot.

The first fact on which this valuation is based was a valuation made by Mr. Ram in 1897 of Marine Lots Nos. 188 and 189 just a little further west of Marine Lot 184. With regard to this he says:—"This property is very similar in character, having a frontage on good water and being also a corner lot, with a frontage on three sides upon public streets and being also of the same area and covered with godowns of the same character." The valuation for this property was \$3.25 per square foot.

The second fact brought forward in favour of the valuation of \$4 a square foot was the sale in 1903 of Marine Lot No. 180 at a price slightly in excess of \$7 per square foot.

In cross-examination Mr. Ram stated that the date of his valuation of Marine Lot Nos. 188 and 189 was the 15th December, 1897, and that there had been a general rise in the value between the years 1897 and 1903.

Messrs. Denison, Ram and Gibbs's statement, dated the 14th June, 1905, and Mr. Ram's evidence went to prove that the value of the land forming Marine Lot No. 184 on the 15th December, 1897, was about \$3.25 per square foot and that subsequently the value rose.

Messrs. Denison, Ram and Gibbs further submitted a valuation of the property deduced from the rents obtained from the ground floors of Godowns in the vicinity in 1899. This valuation which amounted to \$184,184, and in any event would require various corrections, need not be considered in view of the Judicial Assessor's reply to the first of the questions put to him.

(iv) Mr. W. Danby in paragraph 9 of his statement, dated the 10th June, 1905, put in by the Crown, estimated that in 1895 the ground alone of Marine Lot No. 184 was worth \$3 a square foot.

(v) Mr. A. Shelton Hooper in his statement, dated June, 1905, put in by the Crown, taking into consideration that Marine Lot 184 was a corner lot having a frontage on Whitty Street, considered the land to have been of the value of \$5 per square foot in 1895. He also made a valuation (\$147,227) based on the rental of the property, but this, for the reasons given with regard to other valuations on this basis, may be neglected.

Taking into account the evidence that the value of Marine Lot No. 184 per square foot was in 1881 about \$2.50, in 1895 about \$3, and at the end of 1897 about \$3.25, I am of opinion that on the 1st September, 1898, the value per square foot of the lot as a marine lot was probably about and certainly did not exceed \$3.50. I have taken the 1st September, 1898, as fairly representing the time when the status of the lot changed from a marine to an inland lot.

(Continued on page 3.)

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/101
Do. demand	1/101 1/16
Do. 4 months sight	1/101 1/16
France—Bank T.T.	2/301
America—Bank T.T.	45 1/2
Germany—Bank T.T.	142 1/2
India T.T.	141
Do. demand	141
Shanghai—Bank T.T.	71
Singapore T.T.	6 1/2
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	113 1/2

Buying.

4 months sight L/C.	1/101 1/16
6 months sight L/C.	1/101 1/16
30 days sight San Francisco & New York	46 1/2
4 months sight do.	46 1/2
30 days sight Sydney and Melbourne	1/11 3/16
1 months sight France	3 1/16
6 months sight do.	2 1/16
4 months sight Germany	142 1/2
Bar Silver	27 3/16
Bank of England rate	21 7/8
Sovereign	10.58

OPPIUM QUOTATIONS.

To-day's quotations are as follows:	Per picul
Malwa New	@ 1,175
" Old	@ 1,250/1,280
" Older	@ 1,300/1,320
" Oldest	@ 1,370
Paid: New	Per chest
Bengals New	@ 1,095
Bengals Old	@ 1,054
Persian (Paper)	@ 1,340

A blow in the nose is one way of paying for a dinner, but it has its disadvantages, as Hiram Bexley, a seaman of the *s.s. Kentworth* discovered to his cost. With two friends he went into an eating house in Queen's Road, Central yesterday, and each had a meal, upon finishing which they started to leave, without effecting the necessary deposit of coin current in exchange therefor. The *foh* asked for payment and was refused, and on his becoming importunate Bexley hit him over the nose, the two others getting away in the confusion. The police were called and the man was arrested. This morning he was fined by Mr. G. N. Orme, \$2 for the assault and ordered to pay the *foh* \$1 compensation.

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Cornhill Road, on MONDAY, the 28th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary. [776]

NOTICE OF REMOVAL.

THE OFFICES OF THE CANADIAN PACIFIC RAILWAY COMPANY have this day been REMOVED from No. 9, PEDDER'S STREET to HOTEL MANSIONS, corner of Pedder's Street and the Praya, opposite Blake Pier.

D. E. BROWN,
General Agent. [778]

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by PUBLIC AUCTION, ON

MONDAY, the 31st July, 1905, at 11 A.M., at the Central Police Station's Compound, SUNDRY CONDEMNED, OBSOLETE, UNCLAIMED AND CONFISCATED STORES.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 27th July, 1905. [779]

THE HONGKONG FROZEN FOOD SUPPLY.

THE DAIRY FARM CO., LIMITED,
PROPRIETORS.

FINE FRESH SAUSAGES
Made by our European Butcher.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	9th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"OBJACK"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	16th "
GLASGOW and LIVERPOOL	"ALCINOUS"	23rd "
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	7th August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "
* GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	13th September.
* GENOA, MARSEILLES & L'POOL	"YANGTZE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	7th August.
	"JASON"	3rd September.

WESTWARD.

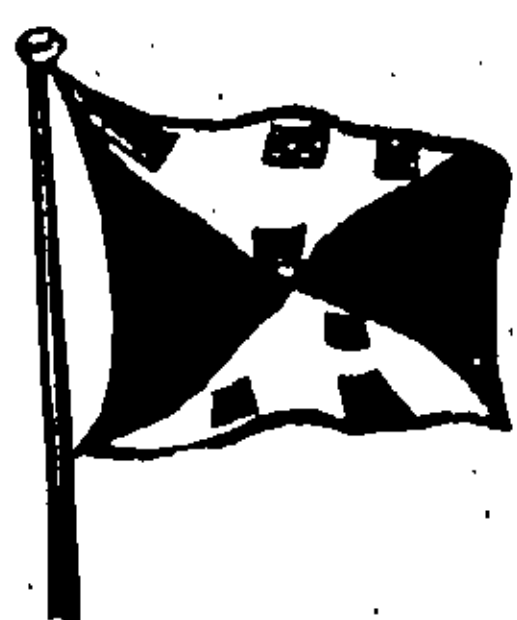
FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 27th July, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"KANGSU"	29th July.
SHANGHAI	"KWEIYANG"	29th "
NINGPO and SHANGHAI	"TIENTSIN"	30th "
MANILA	"TAMING"	1st August.
MANILA, ZAMBOANGA, PORT DAR, WIN, THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRIS, BANE, SYDNEY and MELBOURNE.	"TAIYUAN"	2nd "
ILOILO	"BUNGKANG"	3rd "
CEBU and ILOILO	"KAIFONG"	5th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.
For Freight or Passage, apply to

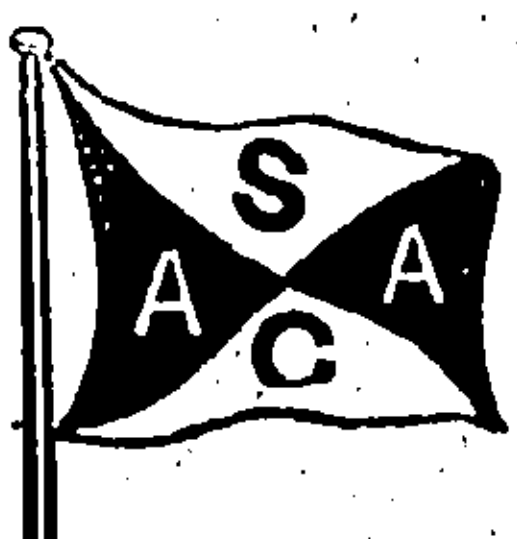
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 27th July, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and ships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
RUBI	2540	A. H. Nolley	MANILA	SATURDAY, 29th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th August, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 22nd July, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	For	Sailing Dates
"INDRAWADI"	THURSDAY, 10th August.	
"SIERRA BLANCA"	20th September.	

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 25th July, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.
HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclicals
and Kiln Duplicators.
Hongkong, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOUX ROAD.
SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$6; 2nd Class, \$1.50; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents; Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's Wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 13th June, 1905.

STEAM-TO CANTON.

THE New-Twin Screw Steel Steamers

Tops Captain

"KWONG CHOW" 1,309 tons. J. P. MARTIN.

"KWONG TUNG" 1,338 tons. H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Five New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 26th June, 1905.

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Hongkong, 26th June, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for

Canton every MONDAY, WEDNESDAY

and FRIDAY, EVENING, at 9.30 P.M.,

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION

TRIP to MACAO, leaving Hongkong at

8.30 A.M., and returning from Macao about

7.30 P.M.

The "YING KING" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

" " return " " with Cabin 2.00

Second " " " " with Cabin 3.00

Third " " " " 50 cents

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The Wharf in Hongkong is at the West end

of Wing Lok Street.

The Wharf in Macao is the same as the

S.S. "PERSEUS."

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S.A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

Hongkong, 17th May, 1905.

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Intimations.

STREET INDEX,

SECOND EDITION,

REVISED UP TO DATE,

by

ARTHUR CHAPMAN,
Government Assessor.

Now in print and will be published in August.

Orders should be sent early to

THE GOVERNMENT ASSESSOR,

The Treasury;

or

NORONHA & COMPANY,

Government Printers.

Hongkong, 18th July, 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 76.

PRECAUTIONS TO BE OBSERVED WHILE

DREDGING OPERATIONS ARE IN

PROGRESS AT THE WHAMPOA

BARRIER.

NOTICE is hereby given that the Dredger
"CANTON RIVER" will commence
work on the North side of the channel through
the WHAMPOA BARRIER on the 24th inst.

Vessels using the Front Reach approach to
Canton are required to observe the precautions
contained in Notice to Mariners No. 74 of the
28th June last.

Vessels should not pass on that side of the

Dredger from which a Red Flag is flown.

J. HOWELL MAY,

Harbour Master.

Approved:

F. J. MAYERS,

Acting Commissioner of Customs.

THE AMERICAN BOYCOTT.

[Continued from page 6.]

In view of the preceding statements, your petitioners respectfully beg to submit the following propositions and hope that they will have due weight in the consideration of the Exclusion Act:—

1.—Objecting that any discrimination should be made between immigrants and travellers from China, or Chinese residents in America, and those from any other country.

2.—That no discrimination shall be made between the examinations or measurements of Chinese and those from any other country at ports of entry. The naked examinations of Chinese shall be discontinued.

3.—That the buildings provided for the shelter of Chinese immigrants awaiting examination at ports of entry shall be the same as those provided for the shelter of the people from any other country. No buildings such as water houses shall be specially erected for Chinese alone, and in case of sickness, Chinese shall be allowed the attendance of physicians just as the people from any other country.

4.—That Chinese immigrants having obtained passports signed by American consuls residing in China are entitled to admittance without being hampered by all sorts of troubles or difficulties, and the examination of passports and of persons shall be made within a week from the time of their arrival at port of entry.

5.—That in the hearing and examination of Chinese immigrants and passports, friends and relatives of the immigrant may be allowed to be present and, in case of disapproval, the immigrant may be allowed to engage a lawyer to make an appeal, and that his petition shall not pass through the hands of the original examiner.

6.—That no objections shall be made to Chinese students in America as to their choice of study and their choice of schools, and the school expenses being defrayed by the students themselves, restrictions limiting the amount of ready money shall be the same as those for students from any other country. Chinese students may be allowed to work outside of school hours, to support themselves while pursuing their education, if they find it necessary to do so, without being regarded as coolies or prohibited labourers.

7.—That besides the favoured classes, as writers, cooks, laundrymen, partners, business men, and skilled mechanics, all managers, treasurers, buyers, sellers, clerks, accountants, agents, tailors, apprentices, and proprietors of restaurants and boarding-houses, manufacturers of tobacco, cigarettes, boots, and hats, and all kinds of Chinese retail dealers shall be regarded as merchants.

8.—That Chinese merchants having property or bills collectible in America (no matter how much) shall have the liberty to travel at any time to any place without being compelled to return to America at a specified time. In case of the non-return of the immigrant, the authorized authority shall have the power to collect the debts, if any, in America.

9.—That all registered Chinese, and those Chinese who go to America in the future, shall be treated justly and fairly by both the government and the people of America and shall be secured in all their rights as legal residents.

10.—That in case it should become necessary to destroy buildings occupied by Chinese in order to exterminate plague, suitable buildings or accommodations should be provided by the government for the occupants of such buildings.

The foregoing five statements and ten propositions express the thoughts and sentiments of your petitioners who humbly and earnestly request that you will give this matter your careful consideration, and try your best to modify, if not to cancel, the Exclusion Act, that the people of the Middle Kingdom may also share the privileges, liberty, and equal rights which you have so long enjoyed.

As a last request, your petitioners beg respectfully that an early reply may be sent to

Your most obedient servants,
EDWARD S. LING,
Chairman of the Committee
for Students and Teachers
of the Anglo-Chinese College,
Fochow, China.

B. H. LAU,

Hon. Secretary.

ANCIENT RUINS IN RHODESIA.

Richard N. Hall, who has given eight years to the study of ancient monuments in Southern Rhodesia, says that none of the hundreds of ruins has been more than partially explored. Many important ruins have been seen only by casual travellers, and the work of unearthing only a part of the Great Zimbabwe area would be more than the labour of a lifetime. Still, researches have made progress in the past few years. There are in Rhodesia no less than 300 distinct ruins and groups of ruins. Only a few scores of these are entitled to rank as "ancient." The larger part of them probably does not date back of the thirteenth, fourteenth and fifteenth centuries.

There is overwhelming evidence at the Great Zimbabwe of ancient civilization and arts possessed by the builders of the earliest period. The Zimbabwe Temple is the finest and most intact example of a nature-worshiping shrine known to the world. Its construction points unmistakably to some knowledge of geometry and astronomy on the part of the builders. It is quite certain that even the crudest methods at Zimbabwe of applying this knowledge, which was common to the ancient Semitic peoples, were imported from the near East, and did not originate in South-east Africa. The right ascension of the sun, the heliacal rising and the meridian passages of the stars are believed to have been noted at Zimbabwe. These ancient builders were also past masters in the science of military defence, the walls showing that the builders were military strategists of the highest order. Their gold ornaments, finely designed and engraved, could not have been the work of an uncivilized people, and the hundreds of ancient gold mines show that they were skilled in metallurgy and picked out rich shoots, patches and pockets with marvellous cleverness. It is estimated that from these widespread mines they extracted \$175,000,000 (gold) of gold.

Shipping.

AFFAIRS.

Glory, Br. battleship, 12,000, H. W. G. Stopford, 26th July, Weihaiwei 22nd July.
Derwent, Br. s.s., 1,654, J. Jenkins, 26th July, Saigon 21st July, Gen.—Man Fat & Co.
Kansu, Br. s.s., 1,142, W. Dowson, 27th July, Canton 26th July, Gen.—B. & S.
Kwangle, Ch. s.s., 1,468, R. Lincoln, 27th July, Canton 26th July, Gen.—C. M. S. N. Co.
Kwongang, Br. s.s., 1,428, W. P. Baker, 27th July, Canton 26th July, Gen.—M. & Co.
Hopsang, Br. s.s., 1,350, J. M. Hay, 27th July, Surabaya and Probolinggo (Java) 17th July, Sugar—J. M. & Co.
Pelayo, Br. s.s., 1,100, F. J. Flynn, 26th July, Singapore 19th July, Kerwin.—Mr. McBain.

Clearances at the Harbour Office.

Wongkol, for Swatow.
Malta, for Shanghai.
Amigo, for Pakhoi.
Pelayo, for Tientsin.
Sulley, H.M.S. cruiser, for Weihaiwei.

DEPARTURES.

July 27.
Wongkol, for Bangkok.
Kowloon, for Bangkok.
Brand, for Wuhu.
Amigo, for Haiphong.
Achille, for Shanghai.

PASSENGERS ARRIVED.

Per Derwent, from Saigon—300 Chinese.

Per Malta, for Hongkong from London—Mr. and Mrs. F. O. Seaton. From Marseilles—Mr. L. P. Solomon. From Brindisi—Mr. and Mrs. Austen. From Bombay—Mr. Gardlestone. From Singapore—Messrs. T. M. Norill and B. M. Goh. For Shanghai from Marseilles—Mr. T. Tolson. From London—Messrs. R. A. Graham, J. L. Howie, E. Bandman, Misses Forsyth and Maria Eliza. Mr. H. Major, Misses N. Leslie and Dora Caird. Mr. Ralph Roberts, Misses G. Gorless, Wilmet, Karkeak, M. Leslie, Nora Morris, F. Pemberton, Nattie Heydon, B. French, Edie Connor and Annie Hill, Messrs. H. S. Cotter, Mark Lester and D. B. O'Connor, Messrs. Deane Percival, W. J. Baker, J. Fox, J. Vincent, Roy Smith and E. Munro, Mrs. Hamilton, Mrs. Tummingsham, Mr. Loner, Miss Edie Probyn, and Miss Madge Quest. From Marseilles—Mr. H. S. Napier. From Bombay—Mr. E. B. Forrest. From Colombo—Mrs. Reiner. For Yokohama from London—Mrs. Munck. From Penang—Messrs. Von Veck and Strouch.

PASSENGERS DEPARTED.

Per Teurane, for Saigon—Messrs. A. Memer, Ny Tuong, Khen Khon, and Rev. P. David. For Singapore—Dr. F. Mueller, Mr. and Mrs. T. Arim, Messrs. Ahn Yang Ying, Armand Eynall, A. Chopard and de Graf. For Colombo—Mr. and Mrs. N. Kassan. For Marseilles—Mr. George Capern, Mr. and Mrs. H. W. Arthur, Rev. P. Petit, Dr. B. Lewis Paton, Rev. P. Patel, and Mr. Fagais.

Shipping Report.

Str. Pelayo from Singapore—Strong monsoon all the way, threatening weather S of Hongkong, on 26th inst. at 2 p.m., Bar. 29.11, ran here for shelter.

Str. Derwent from Saigon—Fresh SW. wind and high sea to Padaran, thence to Gap Rock strong SW. and WSW. wind, and high following sea, and a very low barometer.

Str. Hopsang from Surabaya—Moderate SW. wind and sea to Lat. 14° 37' N. Long. 112° 51' E., from thence to port strong SW. winds, and high confused sea, threatening appearance.

Vessels in Port.

STEWARDS.

Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 5th July, Gen.—D. & Co., Ltd.
Athenian, Br. s.s., 2,440, S. Robinson, R.M.S., 26th July, Vancouver, B.C., 26th July, and Shanghai 23rd July, Floor and Gen.—C. P. R. Co.
Behedi, Br. s.s., 2,508, Potter, 25th July, London via Ports 10th July, Gen.—G. L. & Co.
Borneo, Ger. s.s., 1,344, F. Sembill, 21st July, Sandakan 15th July, Timber—M. & Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart, 24th July, Singapore 18th July, Gen.—D. S. & Co., Ltd.
Cheang Chew, Br. s.s., 1,213, E. Edwards, 25th July, Singapore 19th July, Gen.—Chinese.
China, Am. s.s., 1,186, D. E. Friele, 19th July, San Francisco 17th June, and Manila 17th July, M. & Gen.—P. M. S. S. Co.
Daijin Maru, Jap. s.s., 900, H. Ohta, 25th July, Amoy 23rd July, and Swatow 23rd July, Gen.—O. S. K.
Empress of China, Br. s.s., 3,045, R. Archibald, R.M.S., 25th July, Vancouver, B.C., 3rd July, and Shanghai 22nd, Mail and Gen.—C. P. R. Co.
E-Sang, Br. s.s., 1,127, S. J. Payne, 26th July, Canton 25th July, Gen.—J. M. & Co.
Hanoi, Fr. s.s., 738, P. N. Merles, 24th July, Haiphong 17th July, and Hoihow 23rd, Pigs and Gen.—A. R. M.
Heim, Nor. s.s., 757, A. Erikson, 25th July, Bangkok 17th July, Riken—Yuen Fat Hong.
Hohenzollern, Ger. s.s., 6,460, O. Kraef, 20th July, from Genoa, Ballast—M. & Co.
Kampot, Fr. s.s., 412, Le Bail, 24th July, Kwanchowwan and Macao 23rd July, Gen.—Man Fat.
Kensington, Br. s.s., 2,217, Dower, 22nd July, Salina Cruz 19th July, Ballast—C. C. S. S. Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 20th July, Saigon 16th July, Meal and Gen.—Chinese.
Liss, Swed. s.s., 1,577, H. Horn Dahl, 21st July, Koko 17th July, Gen.—Shun Tai S. N. Co.
Loongsang, Br. s.s., 1,092, G. S. Weigall, 24th July, Manila 21st July, Gen.—J. M. & Co.
Loosok, Ger. s.s., 1,020, G. Schultze, 22nd July, Bangkok 14th July, Rice—B. & S.
Mayallanes, Am. s.s., A. Ynezabal, 18th July, Manila 16th July, Sugar—Order.
Mausang, Br. s.s., 1,644, R. Houghton, 21st July, Sandakan 16th July, Timber and Gen.—J. M. & Co.

Mercedes, Br. s.s., 3,300, McGregor, 14th July, Weihaiwei 9th July, Ballast—Order.
Netherton, Br. s.s., 2,755, J. Simpson, 19th July, Sydney 26th June, Coal—A. K. & Co.
Rubi, Br. s.s., 1,610, A. H. Nottley, 24th July, Manila 21st July, Gen.—S. T. & Co.
Telemachus, Br. s.s., 4,802, J. H. Goodwin, 23rd July, Tacoma, U.S.A. via Japan 3rd June, Gen.—B. & S.
Vandalla, Ger. s.s., 4,170, H. Hauss, 25th July, Singapore 18th July, Gen.—H. A. L.

SAILED YACHTS.

Kenilworth, Am. ship, 1,760, Colley, 22nd July, from Manila, Ballast—Master.

Steamers Expected.

Vessel	From	Agents	Date
Rhenania	Singapore	H. A. L.	July 28
Tijapasa	Moji	J. C. J. L.	July 29
Namsang	Macassar	J. C. J. L.	July 30
Bogor	Macassar	J. C. J. L.	July 31
Taiyuan	Japan	B. & S.	Aug. 1
P. Sigismund	Sydney	M. & Co.	Aug. 1
Doric	Japan	O. & O. Co.	Aug. 1
Scharnhorst	Japan	M. & Co.	Aug. 1
P. E. Friedrich	Singapore	M. & Co.	Aug. 1
Atalia	Japan	P. & A. Co.	Aug. 2
Emp. of India	Vancouver	C. P. R. Co.	Aug. 14
Rae Dara	New York	S. T. & Co.	Aug. 21
Aragonia	Portland	P. & A. Co.	Aug. 22

Hongkong & Whampoa Dock Returns.

Vessel	At	Kowloon Dock
Humber	at	Kowloon Dock
Progress	"	"
H.M.S. Janus	"	"
Poichan	"	"
Kwang Tung	"	"

Ships Passed The Canal.

Onward—14th June—Den of Crombie, 17th June—Liberia, Grafon, Patroclus, Verdande, Keeman, Fengtien, 21st June—Soukagrou, 24th June—Malacca, 30th June—Wittakind, Agincourt, 4th July—Oceano, Bormuxhang, Atholl, Rhenania, Stuttgart, Pyrrhus, Korana, 7th July—Merlonithia, Anisor, Macao, Candia, Glenroy, 12th July—Prins Eitel Friedrich, 14th July—Armand Behle, Ortel, Indrasamba, Opack, Ulysses, 19th July—Barotse, Benglo, Freya, Poichant, Homeward—14th July—Kintuck, Zieten, 19th July—Bantu.

Arrivals at Home—14th June—Katsow, 17th June—Agamemnon, 24th June—Tennak, Arimantia, 27th June—Jason, Pira, 30th June—Schuykall, Trieste, Ernest Simon, Slavonia, 4th July—Roon, Nassovia, 7th July—Lowther Castle, 12th July—Laertes, Benvenue, Tydus, Dardanus, Diomed, 14th July—Bayern, Hudson, Benalder, Polynestin, 19th July—Sesovia, Indranti, 24th July—Ceylon, Dincaion, Preussen, Sagami, Suevia, Abergeldia, Whampoa, Fallodon Hall, Socotra, Poona.

Post Office.

Mail will close for:

Haiphong—Per Hanoi, 28th July, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 28th July, 11 A.M.
Swatow, Wei-hai-wei, Chefoo and Tientsin—Per Kansu, 28th July, 11 A.M.
Macao—Per Heungshan, 28th July, 1.15 P.M.
Swatow, Chefoo and Tientsin—Per Chang, 28th July, 2 P.M.
Shanghai—Per Kwongiang, 28th July, 3 P.M.
Kudat and Sandakan—Per Borneo, 29th July, 8 A.M.
Manila—Per Rubi, 29th July, 10 A.M.
Europe, S. India, via Tutuila—Per China, 29th July, 11 A.M.
Swatow, Amoy and Fochow—Per Emma Lyken, 29th July, 1 P.M.
Macao—Per Heungshan, 29th July, 1.15 P.M.
Singapore, Penang and Calcutta—Per Catherine Apar, 29th July, 2 P.M.
Manila—Per Loongsang, 29th July, 2 P.M.
Ningpo and Shanghai—Per Tientsin, 29th July, 5 P.M.
Macao—Per Heungshan, 31st July, 1.15 P.M.
Amoy, Straits and Rangoon—Per Zaida, 31st July, 5 P.M.
Manila—Per Taming, 1st Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 2nd Aug., 10 A.M.
Batavia, Samarang, Surabaya and Macassar—Per Tijapasa, 2nd Aug., 10 A.M.
Europe, S. India, via Tutuila—Per Scharnhorst, 2nd Aug., 11 A.M.
Singapore, Surabaya and Samarang—Per Hopsang, 2nd Aug., 2 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Talyuan, 2nd Aug., 3 P.M.
Cebu and Hilo—Per Bungkang, 2nd Aug., 3 P.M.
Kudat and Sandakan—Per Mausang, 3rd Aug., 2 P.M.
Shanghai, Moji, Kobe and Yokohama—Per Bogor, 4th Aug., 11 A.M.
Manila—Per Zaida, 5th Aug., 11 A.M.
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Teymond, 8th Aug., 10 A.M.
Europe, S. India, via Tutuila—Per Tinkia, 8th Aug., 11 A.M.
Singapore, Penang and Calcutta—Per Namsang, 8th Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Atholl, 9th Aug., 11 A.M.
Frederick, Wilhelmshafen, Herberstshobe, Matsui, Brisbane, Sydney and Melbourne—Per Prince Sigismund, 22nd Aug., 11 A.M.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 1d. to 3d. for each half ounce.

Mails for Canton, Samboi, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for

Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Kanton, Samboi, Wuchow and Canton every evening at 9 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Austin, Mr. and Mrs. Matada, K.
Baker, A. B.
Bingham, Mr. and Mrs. E.
Bisbee, T. J.
Bissell, W. S.
Bliss, S. S.
Blair, D. K.
Bonner, E. A.
Brighton, F. G.
Broughall, L.
Brunner, Mr. and Mrs. Murray, E. H.
Bogor, W. C.
Carter, W. L.
Chambers, Mr. and Mrs. Newington, A. G.
Clark, Hon. Dr. Francis, O. C.
Clark, Mr. and Mrs. A. Packer, H. L.
Clark, R. G.
Clegg, R. M., Eng. Lt. Peake, W.
Cunningham, G.
Davies, F. O.
Deacon, F. B.
Delacour, Mr. and Mrs. Roach, Mrs. J. S. and child.
Doonittle, F. H.
Douglas, Capt. and Mrs. J. Rochet, L.
Downing, Mr. T. C.
Fletcher, H.
Glover, C.
Grant, A. W.
Griscom, valet and Japanese maid.
Jones, Dr. F.
Hall, Capt. T. J.
Haines, C. V.
Harding, R.
Hazel, H. I.
Hilop, R. C.
Hurst, R. M., Engineer.
Innes, Capt. R.
Kemp, H. H.
Kerr, F.
Laird, A. H.
Lange, H. J. C.
Lewis, A. J.
Liddle, Mr. and Mrs. Windsor, J. B.
Luchin, A. R.
Luttrell, P. J.
Macdonald, D. O.
Marriott, Dr. O.

CRAIGVENN.

Dann, G. H.
Frost, B. L.
Gaskell, Mr. and Mrs. Russell, Mrs. E. Grant.
Gibbons, J. B.
Hogg, Mrs.
Kaptein, B. D.
Lyons, F. W.
Varchant, Capt. and Mrs. Wilson, Dr. Newell.
Mrs. and children Young, J. Ashton.
McPherson, J. E.

OCCIDENTAL.

Albert, B. E.
Anderson, G.
Avenberg, Thos.
Arp, H.
Bertels, Thos.
Chandler, Lieut. Army Major, Capt. and Mrs. Major, and child.
Domink, B.
Erken, R.
Fisher, R.
Gilbert, C.
Groenbein, Capt. H.
Hales, G. L.
Harms, F.
Hochne, Dr. Med.
Key, Dr. H.

KOWLOON.

Evans, Mr. and Mrs. Nygaard, U.S.N.C.
Pinkers and child.
Hall, J. S.
Kendall, J. H.
Need, Thos.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Weihaiwei
Aras	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Lieut.-Commander G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihaiwei
Charmus	ship	1,070	6	1,400	Commander H. du C. Luard	Weihaiwei
Clio	water tank and tug	300	6	300		Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Commander H. D. Wilkin, D.S.O.	Yangtze
Dee	torpedo boat destroyer	550	6	7,000	Captain H. W. Savory	Weihaiwei
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Weihaiwei
Etrick	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Weihaiwei
Exe	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewin	Weihaiwei
Fame	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Stevenson	Weihaiwei
Glory	battleship, 1st class	12,000	16	13,000	Captain H. H. Stoddard	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Weihaiwei
Hecle	special service torpedo	6,400	14	2,400	Captain E. F. R. Charlton	Weihaiwei
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Weihaiwei
Ichon	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Weihaiwei
Janus	torpedo boat destroyer	280	6	3,000	Lieut.-Commander W. H. Darwall	Hongkong
Kinsh	river gunboat	85	4	1,200	Lieut.-Commander E. V. R. Dugmore	Yangtze
Oliver	torpedo boat destroyer	180	2	800	Lieut.-Commander F. B. Noble	West River
Rambler	surveying-vessel	315	6	6,300	Lieut.-Commander J. Kiddle	Weihaiwei
Robin	river gunboat	85	2	650	Commander C. E. Monro	Surveying
Sandpiper	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Sirius	cruiser, 2nd class	3,600	8	7,000	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	740	Captain C. H. H. Moore	Singapore
Taku	torpedo boat destroyer	250	6	6,500	Lieut.-Commander Davidson	Yangtze
Surley	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	2,000	Commodore Dicken	Weihaiwei
Teg	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glenzie	Surveying
Whiting	torpedo boat destroyer	360	6	5,000	Lieut.-Commander C. E. L. Thomas	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simon	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander J. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Wachow
Avalanche	river gunboat	140	5	150	—	Haiphong
Balconnette	river gunboat	—	—	150	—	Saigon
Carondelet	river gunboat	—	—	150	Lieut. Hua	Saigon
Cassiope	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Mervell eux du Vignaux	Gulf of Slam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Decidée	gunboat	645	10	1,000	Lieutenant L'Eton	Haiphong
Desbarres	cruiser	3,685	14	5,500	Commander Annet	Baie d'Along
Estop	river gunboat	303	—	—	Lieut. Mare	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Haiphong
Fronda	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen	protected cruiser	—	—	—	—	Haiphong
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Pontier	Haiphong
Acquin	river gunboat	200	6	308	Lieut. Corlieux	Haiphong
Avalise	destroyer	303	—	500	Commander Sigoel-Duvauxoux	Haiphong
Cervati	cruiser	1,250	7	2,200	Commander E. mon	Saigon
—	sub-marine	—	—	—	Armbruster	Saigon
—	armoured cruiser	9,700	12	19,600	Capt. Duval	Saigon
—	destroyer	307	7	6,300	Lieut. Prat	Baie d'Along
Mouquet	river gunboat	—	—	—	Lieut. Grellien	Chungking
Peiho	gunboat	—	—	—	Lieut. Lavisalre	Tongku
Pistolet	destroyer	307	7	6,300	Lieut. de Rein ch-Worth	Baie d'Along
—	sub-marine	—	—	—	Lieut. Glénou	Saigon
—	battleship, reserve	9,437	8	6,071	Commodore C. P. M. Foidelle	Saigon
—	destroyer	—	—	—	Lieut. Lebal	Haiphong
—	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
—	armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along
—	gunboat	629	3	900	Lieut. Roque	Baie d'Along
—	river gunboat	—	—	—	—	Upper Yangtze
—	destroyer	350	6	—	Capt. Terquenn	Saigon
—	battleship, reserve	6,150	23	4,560	—	Hongay
—	river gunboat	123	7	500	Lieut. Brugnon	Canton

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 27th July,
at Noon, taking Passengers and Cargo for the
above ports in connection with the Company's
S.S. China, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 10th September.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th July, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOKIN."

Captain A. Charbonnel, will be despatched
for MARSEILLES on TUESDAY, the 8th
August, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. SYDNEY, 22nd August.

S.S. ARMAND BEHIC, 5th September.

S.S. ERNEST SIMONS, 19th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1905.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont	9,600	T. W. Garlick	At Aug. 8
Hyades	3,753	Geo. Wright	Aug. 16
Lyla	4,417	G. V. Williams	Sept. 15
Pleadians	3,753	F. G. Purinton	Sept. 15
Shawmut	9,600	E. V. Roberts	Sept. 15

Steamer marked (*) have no second-class
passenger accommodation.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 21st July, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Cause Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. HISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

NOS. 17 and 29, WONG-NEI-CHONG ROAD.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, KIPON TERRACE.

FLATS in MOHETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th July, 1905. [69]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELTS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguiar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

General Managers.

SHEWAN, TOMES & CO.,

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace

Hongkong, 16th November, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. BENJAMIN, FRANKLIN & CO., LTD.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	£1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	5 %	\$915 (London £90 \$38 buyers	
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905		\$38 buyers	
MARINE INSURANCES									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$1,319	\$150,494	\$17 for 1903	5 1/2 %	\$325 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$150,000 \$152,992 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	4 1/2 %	\$73 buyers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$172,749 \$893,110 \$846,773 \$200,000 \$37,704 \$1,000,000 \$218,693 \$2,241	\$2,078,997	\$35 for 1903	5 %	\$745	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,704 \$1,000,000 \$218,693 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2	
FIRE INSURANCES									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$20,000 \$172,749 \$893,110 \$846,773 \$200,000 \$37,704 \$1,000,000 \$218,693 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$85 sales	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,595	\$360,372	\$34 for 1903	11 1/2 %	\$305	
SHIPPING, TUG AND CARGO BOATS.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904	5 %	\$20	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$158,444 £17,000 £24,116	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2	
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	Tls. 241,116	£4,435	12/- @ 1/10 = \$6.29 5/11 for 1904	6 1/2 %	\$93 buyers	
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	Tls. 3,999	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 60 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	£16.50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 50 sellers	
Do. (Preference)	100,000	£8.25	Tls. 25	£4,000	Tls. 43,762	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 41	
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$24,116 \$24,437 \$400,000	\$929	\$1.80 for year ending 30.4.1905	5 1/2 %	\$34 sellers	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$500,000 \$21,775 \$130,113	\$21,231	\$10 for 1904	7 %	\$142	
Straits Steamship Company, Limited	5,000	100	\$100	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of \$15 making \$30 for 1904	9 1/2 %	\$215 buyers	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$42,812	\$3 for 1897	3 1/2 %	\$18 sales	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000					
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	G £7,820	Interim of 1/- (No. 4)	13 %	Tls. 71	
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G £27,293	Interim of 50 cents (gold) for 1905 (No. 5)	6 %	G \$17	
Paoh Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents		\$5	
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490	
DOCKS, WHARVES & GODOWNS.									
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140	
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 on old capital	7 1/2 %	\$25	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$58,473 \$10,000 \$300,000 \$250,000 \$33,500	\$29,422	Interim of \$2 1/2 for 1905	5 1/2 %	\$97 1/2 ex div.	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$196 buyers	
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	5 1/2 %	\$270 sellers	
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500		\$14 for 1903	7 1/2 %	\$180 sellers	
Riley Hargreaves & Co., Limited	6,000	\$60	\$60	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903 \$7 dividend	6 1/2 %	\$340 sellers	
Do. (Preference)	2,750	\$100	\$100					\$114	
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 59,886 \$2,100,000 Tls. 17,500	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 194 1/2	
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$380 sales	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 190 sales	
LANDS, HOTELS & BUILDING.									
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	8 %	\$32 sales	
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sales	
Central Stores, Limited	6,000	Tls. 50	Tls. 50	Tls. 8,000		Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales	
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,502	None		\$100	
Do. (New Issue)	24,000	\$15	\$15			Preferential of 7 per cent for 1904	7 %	\$73 sales	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$143	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$116 1/2 ex	
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	14 1/2 %	Tls. 17 1/2	
Hotel Metropole Company, Limited	2,000	\$100	\$100		First year	Interim of \$4		\$105	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,994 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$12 1/2	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 sales	
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	6 %	Tls. 120	
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	Tls. 5,150	Tls. 5,150	None		\$5 1/2 ex div.	
West Point Building Company, Limited	12,500	\$50	\$50	none		Interim of \$1 1/2 for 1905	6 %		
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50 sales	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898		Tls. 45 buyers	
Loou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 56 sales	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897		Tls. 200 1/2	
CIGARS AND TOBACCO COS.									
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$225 for year ending 30.6.1900		\$100	
Philippine Company, Limited	7,500	\$10	\$10			First year		\$9 1/2 sellers	
Shanghai-Summit Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 15,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 60 sales	
MISCELLANEOUS.									
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year	12 1/2 %	\$118 sales	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	\$1,182	1/3 per share for 1904	8 1/2 %	\$62 sales	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	Nil.	\$1 for 1904	8 1/2 %	\$17 1/2	
China-Borneo Company, Limited	60,000	\$12	\$12	none	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 75	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 739	None		\$84 buyers	
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$1,581	80 cents for 1904	9 1/2 %	\$17 sellers	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000		\$1 1/2 for year ending 31.7.1903	7 1/2 %	\$100 buyers	
Dairy Farm Company, Limited	25,000	\$2 1/2	\$6		\$2,706	\$1 1/2 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$26 sales	
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500 \$400,000	\$95,054	\$2 for 1904	7 1/2 %	\$27 sales	
Green Island Cement Company, Limited	150,000	\$10	\$10	\$500,000	\$7,551	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$170 buyers	
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 £25,394 £3,000	£8,188	£1 div. and 2/- bonus for 1904	7 %	\$16	
Hongkong & China Gas Company, Limited	7,000	£10	£10			{ \$1.00 50 cents } for year ending 30.4.1905	6 1/2 %	\$12 1/2	
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,796	\$15 for year ending 30.11.1904	7 1/2 %	\$212 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$5,356	Final of \$13 making \$17 for 1904	7 1/2 %	\$248 sales	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$14,137	\$10 for 1904	7 1/2 %	\$15	
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$30	\$30	\$60,000	\$399	Interim of 50 cents 30.9.04	12 1/2 %	\$54 buyers	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$15,000	\$3,400	\$8 for 1904	6 1/2 %	\$145 sales	
Kat Brothers, Limited	10,000	\$100	\$100	\$475,000	\$24,582	Interim of \$5	7 1/2 %	Tls. 190	
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ Tls. 528,210 Tls. 19,465	Tls. 35,849	{ and quarterly of Tls. 6, paid 15,605 mak- ing so far Tls. 12 1/2 for 1905	19 %	\$23	
Maatschappij tot Exploitatie van Landbouwen- dijst in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 19,465		\$2 for year ended 31.10.1904	9 %	Tls. 25	
Maynard and Company, Limited	3,400	\$10	\$10	none	Dr. Tls. 117,638	Tls. 5 for 1902		\$54 sales	
Morden, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$50	
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	\$5,000	Dr. \$5,537	None		Tls. 120	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 80 1/2	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,020 Tls. 10,172	Tls. 10,447	Tls. 5 for 1903	6 1/2 %	Tls. 160	
Shanghai Horse Bazaar Company, Limited	3,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 6,668	Interim of Tls. 6 for 1905	8 %	Tls. 115	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 17,720	Interim of 15/- for 1905	5 1/2 %	\$80 sales	
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	\$17,760	\$6 1/2 for year ended 31.7.1904	7 1/2 %	\$21 1/2	
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	Dr. \$5,068	None		\$8 buyers	
South China Morning Post, Limited	6,000	\$25	\$25	none		60 cents for year ended 31.5.04	7 1/2 %	\$7 buyers	
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	First year		\$150 buyers	
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$700	\$10 for second half year 1904	13 1/2 %	\$414 buyers	
Straits Trading Company, Limited	250,000	\$10	\$10	\$25,000	\$84,813	{ \$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	Tls. 110	
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year		Tls. 12	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 %	\$9 1/2	
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$6,066	90 cents } for year ended 31.5.1904	9 1/2 %	\$9 1/2	
Do. (Founders)	100	\$10	\$10	\$20,000		\$29 70	16 1/2 %	\$380 buyers	
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$25,000 \$3,000	\$6,066	Final of 50 cents making \$1 for 1904	8 %	\$13 buyers	
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Interim of 50 cents for year 1904/1905	10 1/2 %	\$11 1/2	